



## WEGO/5400 South Flex Lanes & CFI

### *Overarching Messages*

1. UDOT has a *coordinated strategy* involving several innovative projects that will reduce traffic congestion on west-east routes in and around the City of Taylorsville, especially during rush hours.
2. UDOT will implement *Utah's first Flex Lanes* project on 5400 South between Redwood Road and Bangerter Highway. By switching the direction of traffic on one or more lanes, UDOT can improve traffic flow in the peak direction using the existing roadway.
3. Following the *success and proven effectiveness of Utah's first Continuous Flow Intersection* at 3500 South and Bangerter Highway, UDOT will install several new CFIs on Bangerter Highway and Redwood Road.

### *5400 South Flex Lanes*

1. Flex Lanes are an effective way to increase traffic flow using the existing roadway width.  
They are most effectively used on roadways with traffic congestion primarily in one direction during peak travel times. Many corridors and freeways throughout the country successfully use flex lanes (also called reversible lanes) to reduce traffic congestion.
2. The increasing traffic volume, single-direction congestion during peak hours and long commutes make Flex Lanes on 5400 South an ideal solution. Implementing Flex Lanes will:
  - i. Improve travel time and reduce traffic congestion now and in the future
  - ii. Increase peak-hour roadway capacity without the need to widen the roadway and impact existing property
  - iii. Provide a cost effective way to make what we have work better



3. UDOT has studied the use of Flex Lanes and designed a series of operational features to ensure safety and effectiveness at 5400 South:
  - a. Flex Lanes will operate during the morning and evening commutes and other peak traffic hours. The specific hours of operation have not been determined yet.
  - b. Electronic overhead lane control signs will be placed approximately every 500 feet to direct traffic. Frequent electronic signage will ensure a safe Flex Lanes system.
  - c. A center lane will be maintained for left-hand turns. To increase safety left turns exiting driveways are restricted while Flex Lanes are in operation, except at signalized intersections.

#### *Continuous Flow Intersections*

- a. CFI's have proven effective in lessening congestion around intersections and improving west-east traffic flow.
  - By reducing left-turn conflicts in the center of major intersections, CFIs allow safer and more-efficient traffic flow.
  - Research shows that the drivers who use the 3500 South CFI find it both easy to use and effective at managing traffic.
- b. UDOT is building several new CFIs in and around the Taylorsville area including:
  - Bangerter and 4700 South
  - Bangerter and 5400 South
  - Redwood Road and 5400 South
  - Redwood and 6200 South
- c. UDOT designed several features to lessen construction impacts including:
  - Limiting land purchases to small portions of a few adjacent properties. No entire parcels need to be purchased.
  - Maintaining pedestrian crossings similar to the current intersections.
- d. A simulation of the 3500 South CFI, similar in design to those planned for 4700 South and 5400 South, can be viewed at [www.udot.utah.gov/cfi](http://www.udot.utah.gov/cfi) .